

DEPARTMENT OF TRANSPORTATION

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July 23, 2025

Andy Olson, Associate Planner
City of Santa Clarita
Community Development Department
Planning Division
23920 Valencia Boulevard, Suite 302
Santa Clarita, CA 91355

RE: Belcaro at San Canyon Project
(Master Case 24-093)
SCH # 2025061338
Vic. LA-14/PM 33.43
GTS # LA-2025-04842-NOP

Dear Andy Olson:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced NOP. The Applicant proposes a development with 341 detached single-family senior housing units, private recreational amenities, private and public streets, and private and public open space. The proposed development would include a 20 percent density bonus under California law.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Land Use and Climate Innovation (LCI) for more information:

<https://lci.ca.gov/ceqa/guidelines/>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of the challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this development should incorporate multi-modal and complete streets transportation elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

<http://ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

Also, Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared in On December 18, 2020. You can review the SB 743 Implementation Resource at the following link:

<https://dot.ca.gov/programs/esta/sb-743/resources/>

Based on a preliminary review of the proposed project and consistent with CEQA Guidelines Section 15060(d) (14 Cal. Code of Regs. § 15000, et seq.), the City has determined that a comprehensive EIR will be prepared for the project. Therefore, all the topics including "Transportation" will undergo study in the EIR.

We acknowledged that the Draft Environmental Impact Report (DEIR) would describe the transportation implications of the proposed project, including its incremental contribution to daily and peak hour traffic on local and regional roadways. The evaluation should include roadway system impacts, transit implications, and effects on pedestrian and bicycle circulation related to general plan consistency. Vehicles Miles Travelled (VMT) should also be analyzed.

Based on the size of the project, distance to the State facilities, and potential safety impact from the assigned project trips, the following interchanges could be impacted by the proposed plan/development:

- a. Southbound State Route 14 on/off-ramp from/to San Canyon Road.
- b. Northbound State Route 14 on/off-ramp from/to San Canyon Road.

For the above State facilities, Caltrans would like to review traffic safety impact analysis (such as queuing analysis) for this development in the California Environmental Quality Act (CEQA) review process using Caltrans guidelines on the State facilities so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

A queuing analysis should be conducted to ensure there are no safety-related impacts. This analysis should evaluate off-ramps to confirm that vehicle queues do not extend onto the mainline, which could compromise freeway safety and traffic flow. Additionally, turning pockets at intersections should be assessed to verify that queue lengths do not exceed available storage capacity, preventing potential spillover that could obstruct through traffic. Existing signal timing should be used for the Existing condition.

If the project is expected to generate pedestrian and/or bicycle activity, a multi-modal conflict analysis should be performed. This analysis should evaluate potential conflicts between various transportation modes, including biking, walking, bus, and transit, to ensure safe and efficient integration of all users within the project area.

The project should incorporate Complete Streets elements to enhance accessibility and safety for all users. These improvements should include ADA-compliant curb ramps, continuous sidewalks, dedicated bike lanes, high-visibility crosswalks, Accessible Pedestrian Signals (APS), and Leading Pedestrian Intervals (LPI) where applicable.

If the project is determined to have significant transportation impacts, appropriate mitigation measures should be implemented. These may include Transportation Demand Management (TDM) strategies to reduce single-occupancy vehicle trips and encourage alternative transportation modes, as well as Transportation System Management (TSM) improvements to optimize traffic flow and enhance the efficiency of existing transportation infrastructure.

If you have any questions, please feel free to contact Mr. Alan Lin the project coordinator at (213) 269-1124 and refer to GTS # LA-2025-04-NOP.

Sincerely,

Frances Duong for

MIYA EDMONSON
LDR Branch Chief

Cc: State Clearinghouse